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MONTHLY SUPPLEMENT
No. 2—JUNE, 1938

TO THE

MARINE OBSERVER—VOL. XV, No. 130.

METEOROLOGICAL OFFICE
27 MAY 1938
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NOTICES TO MARINE OBSERVERS.

VISITING OF OBSERVING SHIPS.

As far as possible the Port Meteorological Officers and Merchant Navy Agents visit observing ships at ports in their districts at intervals of about three months.

The purpose of these visits is to assist the Captain in the carrying out by his ship of the voluntary obligations which he has undertaken, with the assistance of his officers and wireless operators, as a unit of the British *Voluntary* Observing Fleet.

Besides the routine duties of examining meteorological instruments on board, and giving advice as to details of observation and methods of weather forecasting, and so forth, for all of which it may be sufficient for them to see the observing officers with the cognisance of the Captain, it is often most desirable that they should see the Captain himself. Particularly in the case for consultation with a view to improvements of general organization, and the great problems of the future concerning ocean pilotage, navigation, wireless telegraphy, and all matters in which marine meteorology should properly fit in the general work of the merchant navy and the ship's own economy.

The visiting officers often lose much valuable time in their attendance upon observing ships. It will be of great assistance if the Captain will instruct his observing officers to notify the Port Meteorological Officer or Merchant Navy Agent by telephone or post card, as soon as possible after the arrival of the ship, of the day and time during their stay in port when he will be on board and be able to receive the visiting officer.

If, at the same time, information is given to the Port Meteorological Officer or Merchant Navy Agent of instruments out of order requiring to be replaced, or other matters to which his attention is desired, it will greatly assist in the work.

NAUTICAL OFFICERS AND AGENTS OF THE MARINE DIVISION OF THE METEOROLOGICAL OFFICE, AIR MINISTRY.

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SYDNEY, New South Wales. Captain N. G. ROSKRUGE.
Captain G. B. MERCER.
Customs House. (*Telephone No.* : *B6421.*)

TYNE ... ... Captain F. B. WEST, Customs House Chambers, Quayside, Newcastle upon Tyne, 1. (*Telephone No.* : *Newcastle 23203.*)

DERELICTS AND FLOATING WRECKAGE.

Date.	Position.		Description.
	Latitude.	Longitude.	
	ENGLISH CHANNEL		
1.5.38	50° 12′ N.	1° 01′ W.	Drifting dinghy *Ayesha*
10.5.38	49° 01′ N.	4° 29′ W.	Red buoy with cylinder topmark numbered 3.
15.5.38	49° 07′ N.	4° 19′ W.	Buoy with red topmark.
	MEDITERRANEAN.		
10.5.38	32° 30′ N.	34° 00′ E.	Vessel on fire, drifting southward, believed to be tank steamer or cargo vessel, port of registry—Jaffa.
	NORTH ATLANTIC.		
6.5.38	48° 10′ N.	5° 28′ W.	Large red conical buoy, dangerous to navigation.
8.5.38	44° 49′ N.	9° 59′ W.	Burning yacht *Lost Horizon*, dangerous to navigation.
8.5.38	39° 36′ N.	73° 30′ W.	Partly submerged log, about 20 ft. long. and 18 inches in diameter.
9.5.38	41° 05′ N.	71° 31′ W.	White painted waterlogged dory.
9.5.38	39° 14′ N.	74° 20′ W.	Submerged wreckage.
10.5.38	31° 25′ N.	37° 28′ W.	Large black pillar whistle buoy, with rusty spherical base, the whistle was functioning, danger to navigation.
16.5.38	47° 08′ N.	8° 30′ W.	Large conical buoy, red rust with white cross painted faintly.
	GULF OF MEXICO.		
1.5.38	29° 32′ N.	93° 32′ W.	Large wreck, apparently a capsized vessel about 50 feet long.
	NORTH PACIFIC.		
8.5.38	42° 22′ N.	124° 42′ W.	Log about 2 feet in diameter projecting about 6 feet out of water.

CHART OF THE WESTERN NORTH ATLANTIC.

Showing the North Atlantic Lane Routes in force during JUNE as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see pages 62 and 63 of the April, 1938 number.

The periodic boundary within which ice has been observed is shown and a list of exceptional positions of ice observed in the North Atlantic during JUNE is given. Ice sighted between MAY 1st and 24th, 1938, is indicated by symbol in the position reported, the figure giving the day of the month in May. Information regarding ice conditions in Greenland waters and the Gulf of St. Lawrence will be published when available. Coastal wireless stations, with their call signs, which transmit ice signals are indicated by the symbol (Ⱶ)

Ice symbols used on the chart :— Iceberg, growler, Field or other flat ice.

LANE ROUTES IN FORCE DURING JUNE.

(B) From 11th April to 30th June, inclusive.

(F) From 16th May to opening of Belle Isle route.
Westbound, on approaching Cape Race steer a course to pass 10 miles S. of Cape Race.
Eastbound, steer from position 25 miles S. of Cape Race.

(C) From the opening of the Straits of Belle Isle to 14th November.

Steamers keep 1/2 N of this track Westbound
1/2 S of this track Eastbound

Boundary within which ice has been reported to the Meteorological Office 1901–1937. JUNE

EXCEPTIONAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Position. Lat.	Position. Long.	Remarks.
June 25, 1886	Brig Blanche ...	48°40′N.	15°22′W.	Large berg.
,, 5, 1907	S.S. Kingswell ...	32°37′N.	64°25′W.	Several bergs.
,, —, 1907	Bque. Silverstream..	80 miles W. of Fastnet.		Berg.
,, 11, 1912	S.S. Valetta ...	37°30′N.	74°24′W.	3 pieces of ice.
,, 7, 1913	S.S. Holtby ...	39°35′N.	64°50′W.	Berg, 10 ft. high.
,, 27, 1915	S.S. Stella	36°28′N.	57°45′W.	Small piece.
,, 30, 1921	U-S. Navy Dept. ...	33°20′N.	49°16′W.	Berg, 10 ft. high.
,, 16, 1924	S.S. West Irmo ...	38°03′N.	63°20′W.	Growler.
,, 25, 1926	S.S. Baxtergate ...	30°20′N.	62°32′W.	Large piece, about 30 ft. long and 15 ft. wide, showing about 3 ft. above water.
2, 1934	M.V. Beaulieu ...	30°50′N.	45°06′W.	Small berg 20 ft. by 8 ft. 3 ft. above water.

LATEST ICE REPORT FROM CANADA.

The following cablegram, dated 20th May, 1938, was received from the Canadian Signal Service, Quebec:—

"Point Armour, heavy close packed ice and bergs everywhere; Belle Isle, heavy open ice and bergs everywhere; Cape Race, bergs; other points, no ice in sight."

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CORRECTIONS

UP TO MAY 16TH, 1938.

MADE SINCE PUBLICATION OF THE APRIL, 1938 MARINE OBSERVER

AND SUPPLEMENT No. 1, MAY, 1938.

FLEET LIST.

Additions.		Deletions.		Alterations.			
Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.
Como	ML	*† Cape Barfleur S.T. ...	S	*† Aurania	S	*to* 208 *† Aurania	S
		Cato	ML	*† British Hussar (tank) ...	M	*to* 257 *† British Hussar (tank)	M
		191 *† Chindwin	S	*† British Statesman (tank) ...	M	*to* 225 *† British Statesman (tank)	M
		262 *† Hauraki M.S. ...	ML				
		188 †† Kaisar-i-Hind ...	M-S	*† Cairnvalona	S	*to* 075 *† Cairnvalona ...	S
		112 *† Kent	S	†† Capetown Castle M.S. ...	S	*to* 188 †† CapetownCastle, M.S.	S
		257 *† Natia	M	*† Crispin	S	*to* 191 *† Crispin	S
		176 *† Vancouver City, M.S.	S	*† Kemmendine	M	*to* 262 *† Kemmendine ...	M
		225 *† Wairuna	ML	*† Staffordshire M.S. ...	S	*to* 176 *† Staffordshire, M.S.	S
		075 †† William Scoresby, R.R.S.	ML	†† Voltaire	S	*to* 112 †† Voltaire	S
		208 †† Winchester Castle, MS.	S				

NOTICES TO MARINE OBSERVERS.

WEATHER OBSERVATION.

Routine synchronized weather observations should be entered in Form 911 by means of the Beaufort Scale and Notation, and Sea and Swell by the Douglas Scale methods which have been developed through hundreds of years of observation at sea by seamen.

Similarly, the Clouds should be entered with abbreviations of cloud types now well known to seamen, derived originally from the nomenclature suggested by the Reverend Luke HOWARD at the beginning of the nineteenth century.

The elements should not be entered on Form 911 in code.

It is desirable that observation and direct entry should be made by marine observers in regular observing ships in a manner which is familiar and simple to seamen, so that it may spread naturally and become permanent throughout the merchant navy and fishing fleets.

For reporting by wireless, the observations thus taken may be readily coded in the register or upon an appropriate form. The code is subject to periodical revision, while these well-tried Scales and Notations of seamen have stood the test of hard sea service, and have been gradually improved by experience.

Full particulars for weather observation, both the natural observation of seamen and observation of pressure, temperature, and so on by instruments, will be found in the MARINE OBSERVER'S HANDBOOK, Sixth Edition, December, 1936.

Optical and General Phenomena.

Observing officers are requested to "remark" upon all unusual phenomena observed by their ships.

General descriptions of most of the well-known optical and other phenomena are given in the MARINE OBSERVER'S HANDBOOK, Sixth Edition, but the frequency with which they occur, and other information about them remains to be obtained; and much of this information can be derived only from observation at sea.

WEATHER FORECASTING AT SEA.

Simple general guidance for the officers of the merchant navy in this art is given in a HANDBOOK OF WEATHER, CURRENTS, AND ICE FOR SEAMEN; but greater incentive is desirable for the whole service to reap the benefit of the skill of its officers.

The corps of voluntary marine observers generally have better facilities for this work than the officers of many ships which are not regular observing ships.

Their example is of great value to the whole merchant navy.

It may help to promote incentive, and give encouragement to others, if marine observers who are successful in weather forecasting will attach to the meteorological log or Form 911 a few samples of the weather charts they have drawn (faired in black and white), together with the weather forecasts they made, the weather subsequently experienced, and notes of any advantage gained therefrom in the navigation of the ship.

If the Captain will add his comments, it may help to further the objects of this invitation.

Only an occasional selection of such charts and weather forecasts is desired from each observing ship which has been successful in this work, with a view to publishing a few of them in the MARINE OBSERVER.

Outline charts for different regions of the oceans may be obtained by marine observers from the Port Meteorological Officers and Merchant Navy Agents.

These charts have recently been revised, and have upon them the coast stations (with their distinguishing numbers or letters) for which weather reports are given in weather shipping bulletins published in the MARINE OBSERVER; and they are so arranged that they may be used separately or together to cover a whole ocean.

ICE OBSERVATION.

Drifting ice, derelicts, and other floating dangers to navigation are reported by all the means of communication at the disposal of the master.

See Appendix III, pages 106 to 108 of the MARINE OBSERVER'S HANDBOOK, Sixth Edition.

It is also desirable that more detailed information than can be given in a TTT wireless message should be available to the Meteorological Office for the purpose of research, and for the Admiralty Charts and Sailing Directions.

Marine observers will greatly assist by noting the conditions of ice, either drifting or fast.

For this purpose Form 912 is supplied direct to all regular observing ships using regions where ice may be encountered and this Form may be supplied to the Captain of any British ship on application to the Port Meteorological Officers and Merchant Navy Agents.

Regular observing ships using the Trans-North Atlantic tracks are requested to send in these Forms, not only when ice is encountered, but also when they have passed through the ice region during the ice season without encountering ice, in which case a "nil" report; since it is desirable as far as possible to determine when tracks have been clear of ice.

LATE NOTICE.

The July, 1938, Number will be published on June 29th, 1938.

LONDON
PRINTED AND PUBLISHED BY HIS MAJESTY'S STATIONERY OFFICE
To be purchased directly from H.M. STATIONERY OFFICE at the following addresses:
Adastral House, Kingsway, London, W.C.2; 120 George Street, Edinburgh 2;
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1938.

Price 6*d*. net

S.O. Code No. 40-38-6-38